

PROJECT DESCRIPTION								EVALUATION & SCORE	
Project #	Project Type	MassDOT CS Designation	Street Name	Extents	Project Description	Source	Reasoning	Evaluation Score: (Max. 24)	High Scoring Projects: (Score above 18)
1	On-Street Bike Facility	B2,B8	Allen St	From Elm St to Chapman St	Stripe bike lanes (or shared lane markings where the roadway width is <30 feet.)	Stakeholder Input	Allen St is an important east-west connection and currently has fast-moving motor vehicle traffic with short sight lines due to the railroad bridge.	20	X
2	Sidewalk	P1	Chapman St, Silver St, Cleveland St, Birch St, Vernon St, Norwood St	Chapman St (east side, from Silver to Norwood, includes re-design of Cleveland intersection) Cleveland St (South side, from Chapman to Davis St) Birch St (west side, from Silver to Cleveland St, includes removal of sidewalk from 45 - 90 Birch St) Vernon St (West side, from Silver St to Norwood St) Norwood St (South side, from Birch St to Davis St.)	Fill in gaps in sidewalk network in this neighborhood just west of Greenfield High School.	Stakeholder Input	Incomplete sidewalk network in this neighborhood that is often used by students walking to school.	23	X
3	Traffic Calming	P8,S17	Allen St	At the intersections of Elm, Conway, Wells, and Chapman streets.	Construct bump-outs across the side streets to slow turning traffic and shorten pedestrian crossing distances.	Top 50 Hazardous Intersections FRCOG, 2011-2013	These four intersections along Allen St. are four of the top 50 Most Hazardous in Franklin County.	17	
4	Intersection	S16	Allen St	At Chapman Street.	Install traffic signal.	Top 50 Hazardous Intersections FRCOG, 2011-2013	This intersection is of the top 50 Most Hazardous Intersections in Franklin County.	15	
5	Sidewalk	P1	Arch St	At the railroad underpass	Rebuild sidewalk. (To be coordinated with/by MassDOT redesign of the bridge -- any redesign should include sidewalk.)	Top 50 Hazardous Intersections FRCOG, 2011-2013	The existing sidewalk needs repair at this high pedestrian demand pinch-point.	14	
6	Traffic Calming	P8,S17	Bank Row	West side of street, at existing crosswalk to Olive st	Install bump-out after last diagonal parking space on west side of Bank Row, north of the underpass.	Consultant Analysis	This crosswalk already has a small bump-out on the east side, however this bump out does little to shorten the crossing distance or slow traffic traveling south on Bank row from Main St.	21	X
7	On-Street Bike Facility	B2, B13	Bank Row	Federal Street to Mill St. and at Olive St crosswalk.	Remove diagonal parking and replace with parallel parking. Install bike lanes, potentially buffered depending on space acquired from removal of diagonal parking. Also, install two-stage left-turn queue box to access Olive Street.	Stakeholder Input and Consultant Analysis	Bicycle safety. Dangerous topography. Difficult left turn for bikes trying to reach Olver Transit Center. A left turn box will allow them to pull out of traffic safely and wait in a designated area to cross in alignment with crosswalk.	19	X
8	Sidewalk	P5,P9,P2	Beacon St	From Gerrett St to Parkway St.	Construct new sidewalk on the south side of Beacon Street. Include crosswalks and ADA curb ramps.	CDBG Priority Projects 2015	There are currently no sidewalks to the park.	18	

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9	On-Street Bike Facility	B2,B8,B13	Beacon St	From Federal St to Parkway St.	Stripe bike lanes and sharrows at intersection approaches.	Consultant Analysis	This is an important east-west bike connection and there are currently no bicycle facilities on this stretch. Stakeholder Input	21	X
10	Transit Stop	T1	Bernardston Rd	At Cherry Rum Plaza 489 Bernardston road.	Install bus route signage.	Franklin County Complete Streets Project, FRCOG, 2014	To alert transit users as to the location of this bus stop.	17	
11	Crosswalk	P10,S6,P9	Bernardston Rd / Cherry St	Cherry Street intersection with Bernardston Rd.	Expand sidewalk area and/or tighten the turning radii to reduce intersection crossing distance. Stripe high visibility crosswalk as well.	Consultant Analysis	Difficult intersection for bikes and pedestrians due to intersection geometry. Only feasible walking connection from Deerfield village residential neighborhood and other residences along Country Club Road to access Community Health Center of Greenfield plaza.	20	X
12	Traffic Calming	S6,S17	Chapman St	At Pierce St intersection.	Decrease size of curb radius to calm traffic turning right from Chapman onto Pierce.	Consultant Analysis	This is a heavy turn movement from Allen Street motorists wishing to travel east, resulting in an uncomfortable pedestrian crossing,	14	
13	Traffic Calming	S8,S17,P12	Chapman St	At Silver St intersection.	Install raised crosswalk or other traffic calming device to slow motorists turning off of Silver onto Chapman. Consider installation of flashing yellow beacon.	Consultant Analysis	Vehicles make right turn at high speeds.	19	X
14	Sidewalk	P5	Cheapside St	From intersection of Cheapside and Deerfield St / Rt 5, under the Montague City Rd underpass, to Montague City Rd / General Pierce Bridge over the Connecticut River.	Construct sidewalk on the south side of Cheapside St (south side due to bridge constraints immediately west of the intersection of Cheapside and Deerfield St / Rt 5.)	Consultant Analysis	No sidewalk exists in this high-demand area.	23	X
15	Trail Connection	P5	Cherry St	On the short east-west leg of Cherry St., directly north of the elementary school playground ballfield.	Construct sidewalk/path from Cherry Street, through ballfield, to Four Corners Elementary School. Potentially route path through the woods along paper street alignment (requires footbridge over Cherry Rum Brook).	Stakeholder Input	To encourage school students to walk from adjacent residential neighborhoods.	19	X
16	Sidewalk	P5	Cherry St / Oakland St / Country Side Rd	Entire extents; from Country Club Road to Bernardston Rd.	Construct new sidewalk.	Consultant Analysis	Important pedestrian connection from residential neighborhoods on Country Club Rd / Country Side Rd / Oakland St to Federal St commercial / retail area / Discovery School.	21	X
17	Traffic Calming	S8,S17,P12	Church St	At High St.	Construct raised crossing across Church Street	Stakeholder Input	Church Street used as a cut-through; raised crosswalk will slow turning traffic	12	

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18	Sidewalk	P5,B2,PO	Colrain Rd	From College Dr roundabout to the Mohawk Trail.	Narrow roadway, and utilize space gained to construct new asphalt sidewalk / path on west side of roadway. Stripe bike lanes. Utilize College Dr design.	Stakeholder Input	Need to improve pedestrian and bicycle access from the commercial area on the Mohawk Trail to Greenfield Community College	23	X
19	On-Street Bike Facility	B2,B8,S1	Colrain St	From Main St. to roundabout at Colrain Road	Include a mix of bike lanes where space is available, shared lane markings and signage.		Improves bicyclist connection between downtown and GCC.	20	X
20	Crosswalk	S8,P12	Conway St	At Hillside Park entrance.	Construct raised crossing and/or install a pedestrian-actuated flashing beacon or RRFB.	Stakeholder Input		19	X
21	On-Street Bike Facility	B2,S17	Conway St	From Nash's Mill Rd to Main St	Stripe bike lanes. Consider adding 4-way stops at the following intersections: Spruce St, Grove St, and Devens St.	Consultant Analysis	This is an important north-south corridor and represents one of the most comfortable crossings of I-91 for many Greenfield residents. This roadway includes heavily traveled pedestrian and bicycle routes, with access to green river Swimming and Recreation Area and Riverside Greenway. The intersections of Conway St at Allen St, Devens St, and at Hayes St represent three of the top 50 Most Hazardous Intersections in Franklin County, FRCOG, 2011-2013.	23	X
22	Traffic Calming	S8,S17,P12	Conway St	At intersections with Place Terrace, Spruce St, and Devens St.	Install crosswalk signage assembly. Potentially include raised pedestrian crossing with flashing yellow beacons. (Pedestrian count needed.)	Consultant Analysis	This is an important north-south corridor and represents one of the most comfortable crossings of I-91 for many Greenfield residents. This roadway includes heavily traveled pedestrian and bicycle routes, with access to green river Swimming and Recreation Area and Riverside Greenway. The intersections of Conway St at Allen St, Devens St, and at Hayes St represent three of the top 50 Most Hazardous Intersections in Franklin County, FRCOG, 2011-	19	X
23	Traffic Calming	S6,S17,P8	Conway St	At Silver St intersection.	Investigate traffic calming elements such as tighter turning radii and/or bump outs.	Top 50 Hazardous Intersections FRCOG, 2011-2013	To calm traffic traveling north-south on Leyden St and Conway St. To ease congestion for Silver Street motorists traveling south on Conway Street. To facilitate ease of transition for cyclists who wish to enter new Silver Street extension to bike path.	14	
24	Intersection	P15,S1,S17	Court Sq.	In front of Town Hall from Main St to Newton Pl.	Restrict motor vehicle access to Court Sq. between Main St and Newton Pl / Bank Row.	Consultant Analysis	Low vehicle volume and heavy pedestrian demand make this a clear opportunity for walkability improvements.	11	
25	Shoulder striping	S1,S15	Crescent St and Mountain Rd	From current sidewalk terminus at bend in Crescent Road just before it reaches Mountain Road to the turn in Mountain Rd near Poets Seat parking area.	Add shoulder striping on south side of Crescent / east side of Mountain Road. (Add to annual street line painting - this section of Mountain Rd is proposed to be resurfaced in 2018.)	Stakeholder Input	Pedestrian and bicycle safety.	14	

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26	On-Street Bike Facility	B6,S17	Davis St.	From Silver Street to Main Street.	Construct bike-boulevard style treatment on Davis Street. Consider adding 4-way stops at the following intersections: Norwood, Pierce, Walnut / Pond, and Pleasant.	Consultant Analysis	Establishing this important north-south connection as a comfortable alternative to Federal Street will encourage more widespread use of cycling for commuting and errands and fill a key gap in the existing bicycle network.	19	X
27	Intersection	P12	Deerfield Rd / Rt 5	At Petty Plain Rd intersection.	Update crosswalk at Petty Plain Rd / pedestrian bridge intersection with high visibility crosswalk. Install push-button flashing yellow beacon.	Stakeholder Input	To increase motorist yield behavior.	16	
28	On-Street Bike Facility	B13	Deerfield Rd / Rt 5	From Greenfield side of the bridge south of Cheapside St intersection to southern end of green triangle	Use white skip-striping and a green painted bike lane treatment for the length of the intersection with Cheapside St.	Consultant Analysis	This is a long and exposed intersection with frequent turn movements that pose a risk to pedestrians and bicyclists	12	
29	Sidewalk	P2,P6	Deerfield Rd / Rt 5	In front of businesses on east side of street from Cheapside to Mill St.	Provide better sidewalk delineation, upgrade non-ADA sidewalks and curb ramps.	Franklin County Complete Streets Project, FRCOG, 2012	Many businesses along this stretch have vehicle parking that extends into the sidewalk / pedestrian zone.	15	
30	Sidewalk	PO	Deerfield Rd / Rt 5	East side of street, from Mill to Cheapside	Relocate utility poles.	Consultant Analysis	Existing utility poles are in middle of sidewalk. Relocate to back of sidewalk.	14	
31	Sidewalk	P5	Fairview St	From Laurel St to Wisdom Way	Construct sidewalk.	Stakeholder Input	People walking in the roads when there are events at the fairgrounds due to lack of sidewalks is a safety concern. Stakeholder input.	17	
32	Street Lighting	S9	Federal St	At CVS.	Upgrade street lighting.	Stakeholder Input	Stakeholder concern.	16	
33	Crosswalk	P9	Federal St	At intersection with Norwood St.	Install new crosswalk with signage across Federal St.	Stakeholder Input	Frequent pedestrian crossings. Pedestrian crossing safety.	17	
34	Traffic Calming	S11,S17,S8,P8	Ferrante Ave	Entire extents.	Utilize traffic calming elements such as neck downs, chicanes, or speed humps to deter fast-moving traffic from cutting through this neighborhood street in close proximity to schools.	Stakeholder Input	Neighborhood street used as a commuter cut-through.	14	
35	On-Street Bike Facility	B6,S17	Franklin St	Entire extents, from Main St to Maple St.	Implement bike boulevard-style treatments on Franklin St.	Consultant Analysis	Cooperated with North Street, Franklin Street has the opportunity to be an important north-south connection for cyclists traveling between residential areas, downtown, Greenfield Middle School, and the hospital and avoid the traffic on Federal St.	19	X
36	Sidewalk	P1	George St	From High to Orchard St. (Entire extents)	Update to concrete sidewalks.	Stakeholder Input	Current asphalt sidewalks are in disrepair.	16	

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37	Sidewalk	P5,P2,P9	Gerrett St	From Sanderson to Beacon St.	Construct new sidewalks on west side of Gerrett Street. Include crosswalks and ADA curb ramps.	CDBG Priority Projects 2015	There are currently no sidewalks on Gerrett St.	14	
38	Bicycle Facility		Greenfield Bike Trail - Elm Terrace Connector	From the intersection of Elm Terrace and Elm street, through th existing break in the fence between the Franklin County Jail and the private residence at 150 Elm Street, through to the Greenfield bike path.	Construct paved bike path connection.	Stakeholder Input	Desireable bicycle and pedestrian connection to Greenfield bieik path location.	20	X
39	Trail Connection	B10	Greenfield Bike Trail - Oak Court Connector	From the west side of Elm Street, between Oak Court and Sullivan Lane.	Construct 12' shared use path from existing shared use path to Elm St.	Stakeholder Input	This short segment would connect trail users from the Elm St / Conway St / Spruce St / Cypress St / Cedar St neighborhood to the popular bike trail. The Greenfield Housing Authority owns the parcel.	16	
40	Trail Connection	B10,BO,PO	Greenfield Bike Trail - Deerfield Connector Path	From South side of Petty Plain Road, between Meridian St and the Green River, to the Deerfield river edge.	Construct 10' - 12' wide paved shared use trail. Work with town of Deerfield to establish receiving trail on Deerfield side of River. Long term: Construct new non-motorized trail bridge over Deerfield River.	Stakeholder Input	Long-term north-south connectivity opportunity through town-owned land. Deerfield side has low-volume farm roads well suited for cycling and walking.	17	
41	Trail Connection	B10	Greenfield Bike Trail - Power Ct to Conway Dr.	From the intersection of Mead St at Mill St., continue trail up Power Court, hugging the riverbank, under the railroad bridge, and up Conway Drive.	Construct 10' - 12' shared-use path along edge of Green River.	CDBG Priority Projects 2015	pedestrians traveling east - west from the Hope Street, Russell Street, and James Street neighborhood to Mill Street / River Street neighborhood and points west.	18	
42	Trail Connection	B10	Greenfield Bike Trail - Silver Street Connector	From the intersection of Silver Street and Conway St to the bike path junction on the east side of I-91.	Extend bike path from its current location up through the town-owned parcel adjacent to I-91 to the end of Silver St.	Stakeholder Input	Clear long-term opportunity to create more comfortable cycling connections from east-west to north-south. Stakeholder Input	19	X
43	Sidewalk	P5	High St	Existing sidewalk terminus at Riddell St to the Greenfield Coop Farmer Exchange.	Add sidewalk on east side of High St.	Consultant Analysis	Pedestrian demand. Proximity to residential areas, and businesses.	18	
44	Crosswalk	P9	High St	At Smith Street intersection.	Add crosswalk from existing sidewalk on west side of street to the Coop.	Consultant Analysis	Short term pedestrian connectivity from homes to area market.	16	
45	Traffic Calming	P7,S17	High St	At George St, Maple St, Pierce/Beacon St, intersections.	Install pedestrian refuge island.	Consultant Analysis	To shorten the crossing distance for pedestrians and encourage motorist yield behavior.	19	X
46	Traffic Calming	S17	High St	Entire extents where posted speed limit is 40 MPH.	Reduce speed to 35 MPH (consider 30 MPH). **Will require Engineering Study and MassDOT approval to lower existing speed limit.	Stakeholder Input	Significant motorist speeding behavior on High St.	12	
47	Traffic Calming	P7,P12,S17	High St / 2A	At Stone Farm Ln intersection.	Install median refuge island or flashing yellow beacons to alert motorists to presence of pedestrians in crosswalk.	Consultant Analysis	The pavement sidewalks are in need of replacement and the sidewalk is in need of pedestrian zone definition.	14	

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48	Sidewalk	PO	High St / 2A	Entire extents.	Relocate all utility poles that are currently in middle of sidewalk.	Stakeholder Input	Helps to create a more comfortable sidewalk width that is more compliant with ADA.	15	
49	On-Street Bike Facility	B2,S1	High St / 2A	From Main St to Adams Rd intersection	Stripe bike lanes. Use delineator posts on shoulder line to encourage motorists to stay out of the bike lane.	Stakeholder Input	This is 40 MPH signed road, decreasing cyclist comfort due to high-speed vehicles.	20	X
50	Traffic Calming	S17	High St / 2A	From Loomis Rd to Adams Rd intersection.	Lower speed limit. And/or include traffic calming elements such as narrower travel lanes.	Stakeholder Input	The current speed limit of 40 allows motorists to comfortable travel at 45 and sometimes 50 MPH. This is dangerous for pedestrians and bicyclists accessing the Stop & Shop plaza.	10	
51	Traffic Calming	P9,P8,S17	Hope St	At midblock crossing to new courthouse	New mid-block crosswalk with bump outs or raised crosswalk to provide connection to new courthouse.	Consultant Analysis	Traffic calming Hope St is important for safety, with the highest emphasis on the new midblock crossing to the court house.	15	
52	Traffic Calming	P8,S8,S17	Hope St	From Prospect St to Main Street.	Add bump-outs and/or raised crosswalks/speed tables at all Hope Street crosswalks between Prospect Street and Main Street.	Consultant Analysis	This is already a very high pedestrian demand area and will become even more so with the completion of the new court House and parking structure on Olive Street. Discouraging motorists from using Hope Street as a cut-through by means of traffic calming will increase pedestrian comfort along the Hope St corridor from Main St to south of Prospect St. The intersection of Hope and Prospect was noted in the top 50 Most Hazardous Intersections in Franklin County, FRCOG, 2011-2013.	16	
53	Traffic Calming	SO	Hope St	At intersection with Olive Street.	Install signage and striping to designate a commercial loading / delivery zone for area businesses	Consultant Analysis	Formalizing a delivery / loading zone will encourage trucks not to park near crosswalks, on sidewalks, or in front of driveways.	12	
54	Sidewalk	P5,S15	Hope St	From Russell to James Street (minimum) or to Cheapside St.	Construct sidewalk on one side or explore opportunity to widen the shoulder on one side to form a shoulder area for walking.	Consultant Analysis	Currently a large gap in sidewalk network.	19	X
55	Sidewalk	P5	Kenwood St	From Davis to Federal. (Entire extents)	Construct sidewalk on north side of Kenwood St.	Consultant Analysis	Pedestrian demand. Proximity to Lunt Park.	16	
56	Sidewalk	P5	Laurel St	From Buckley HealthCare Center to existing sidewalk terminus at 22 Laurel Street.	Extend sidewalk from existing terminus on Laurel to Buckley Healthcare Center.	Consultant Analysis	Enhanced pedestrian safety and comfort.	20	X
57	Sidewalk	P5	Leyden Rd	From Nash's Mill Rd to Leyden Woods Ln.	Construct new sidewalk on west side of Leyden Rd. Copy layout of existing asphalt sidewalk / path on College Drive between GCC and roundabout.	Stakeholder Input	Leyden Rd is used by pedestrians and there are no pedestrian facilities. Crashes have occurred due to the lack of adequate pedestrian facilities.	22	X

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58	Transit Stop	T1,T3	Leyden Rd	At existing bus stop near Nash's Mill Road.	Formalize bus stop. Officially add stop to route, install transit shelter, install signs with route maps and operating schedule / timetables.	Consultant Analysis	Bus stop is currently informal with no signage or transit shelter.	15	
59	Traffic Calming	S17	Leyden Rd	From Phyllis Lane to Newcomb Lane.	Install traffic calming elements, particularly signage warning motorists of upcoming crosswalks / pedestrians / slower speed limit.	Stakeholder Input	Leyden Road would benefit from slower traffic speeds around the relatively blind corner	17	
60	Transit Stop	T1,T3	Main St / 2A	From rotary to Bank Row	Determine suitable locations for enhanced bus stop including more visible signage, benches and shelter. Mirror this stop on both sides of the street.	Stakeholder Input	Stakeholder desire for increased transit access.	14	
61	On-Street Bike Facility	B2,B8	Main St / 2A	From Shelburne at River St. to High St.	Stripe bike lanes and/or enhanced shared lane markings (TBD). **Includes MassDOT bridge. ***Consider opportunities to include a separated bike lane design which may require changing the angled parking in front of the Post Office to parallel parking.	Consultant Analysis	Critical bike connection through downtown Greenfield with access to businesses and other institutions.	21	X
62	Traffic Calming	P8,S17,S9	Main St / 2A	At Coombs Ave / Fort Sq.	Construct bump-outs to shorten the pedestrian crossing distance across Main St. Deploy other traffic calming devices to slow speeding traffic. Install brighter street lighting that doesn't back-light crossing pedestrians.	Stakeholder Input	Difficult to see pedestrians crossing at dusk and at night.	16	
63	Crosswalk	P9,P8	Main St / 2A	At Chapman Street.	Relocate crosswalk to east side of Chapman Street; add bump outs or refuge island as well.	Franklin County Complete Streets Project, FRCOG, 2012	This will avoid potential conflicts between cars turning right onto Main St. And pedestrians crossing Main St.	16	
64	Crosswalk	P8,S17	Main St / 2A	Between Federal Street and High Street	Construct bump-outs at the crosswalks in this portion of Main St.	Franklin County Complete Streets Project, FRCOG, 2012	Shortens the long crossing distance for pedestrians.	16	
65	Intersection	SO	Main St / 2A	At Fort Sq.	Remove eastern curb cut on Main St in front of Koch's Automotive. Retain Koch's Automotive existing curb cut to the west. Encourage one-way in and out, utilizing existing curb cut on Fort Square.	Consultant Analysis	This unnecessary curb cut should be removed for pedestrian safety and comfort along the north side of Main St.	13	
66	Crosswalk	P12,S17	Main St / 2A	Between Federal Street and High Street	Install crosswalk signage assembly and in-street crossing signs.	Consultant Analysis	Increase motorist yielding behavior.	17	

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67	Street Lighting	S9	Main St / 2A	At the Conway St, Wells St, and Miles St intersections.	Install additional street and pedestrian-scale lighting at these particularly busy locations.	Stakeholder Input		14	
68	On-Street Bike Facility	B8,B13	Main St / 2A	At River St intersection.	Install shared lane markings / green skip striping across Main St.	Stakeholder Input	Bicycle safety and route guidance for Franklin County Regional Bikeway. Motorists on River St waiting (facing north) at the Main Street traffic light almost exclusively turn left or right, while the majority of cyclists travel straight.	17	
69	Crosswalk	P9	Maple St	At North St	Add crosswalk across Maple St.	Consultant Analysis	There is currently a >1,300 foot stretch of Maple with no crosswalk. (From High to Federal.)	19	X
70	Crosswalk	P9,P7,S17	Montague City Rd	At intersection with Mountain Rd.	Construct crosswalk and refuge island across Montague City Road (project in currently on TIP and will be incorporated into MassDOT's bridge design)	Stakeholder Input	This is an uncomfortable crossing for pedestrians.	18	
71	Sidewalk	P5	Montague City Rd	From intersection with Mountain Road to Greenfield Center School.	New sidewalk on west side of roadway.	Stakeholder Input	Provides a pedestrian connection from the homes along Montague City Road and elsewhere to the school.	22	X
72	Street Lighting	S9	Mountain Rd	Entire extents.	Install street lighting.	Stakeholder Input	Stakeholder concern for bikes and peds using road at night.	16	
73	Crosswalk	P9,P12	Mountain Rd	At Poets Seat parking lot area.	Construct crosswalk and potential flashing yellow beacon across Mountain Road. (Will connect from parking lot area to trail head and low-volume Spring Ter, Crescent St, Parkway S roads.)	Stakeholder Input	Stakeholder concern for bikes and peds accessing Poets Seat and access to the adjacent trailheads	13	
74	Shoulder striping	S1,S15	Mountain Rd	Entire extents. (From Maple to Montague City Rd.)	Add shoulder striping on east side of Mountain Road. Recommend DPW add this to annual street line painting program.	Stakeholder Input	Pedestrian and bicycle safety.	15	
75	Sidewalk	P5,P6	Nash's Mill Rd	From Leyden Road to Swimming area parking lot entrance at crosswalk to Riverside Greenway. Potentially extend all the way to end of Nash's Mill Road at Colrain Rd.	Construct new sidewalk with curbs on east side of Nash's Mill Rd. If possible, include a grass buffer between sidewalk and curb. Discuss with MassDOT regarding future bridge replacement project. (East side of bridge will contain sidewalks.)	Franklin County Complete Streets Project, FRCOG, 2014	Heavily traveled pedestrian routes, with access to green river Swimming and Recreation Area and Riverside Greenway.	19	X
76	Intersection	P7,P2,P5,S14,S17, P9	Nash's Mill Rd	At intersection with Leyden Rd.	Construct wedge-shaped pedestrian refuge area in center of intersection with sidewalks, curbs, ADA curb ramps, a new stop sign for motorists traveling east on Leyden Rd, and new crosswalks.	Consultant Analysis	This roadway includes heavily traveled pedestrian and bicycle routes, with access to green river Swimming and Recreation Area and Riverside Greenway.	19	X

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77	On-Street Bike Facility	B6,S17	North St	Entire extents	Implement bike boulevard-style treatments on North Street.	Consultant Analysis	Coupled with Franklin Street, North Street has the opportunity to be an important north-south connection for cyclists traveling between residential areas, downtown, Greenfield Middle School, and the hospital.	16	
78	Crosswalk	P9	North St	At Sanderson St.	Add crosswalk across North St. (south side)	Consultant Analysis	Pedestrian demand. Proximity to residential area, large employer (hospital), and school.	15	
79	Sidewalk	P5,P6	Olive St	Entire extents	In coordination with the design of the Olive Street parking garage, construct new concrete sidewalk on north side, with minimal curb cuts and new streets trees, space permitting.	Consultant Analysis	The pavement sidewalks are in need of replacement and the sidewalk is in need of pedestrian zone definition.	17	
80	On-Street Bike Facility	B2	Olive St	Entire extents	In coordination with the design of the Olive Street parking garage, stripe bike lanes on both sides of Olive Street.	Consultant Analysis	Bicyclist safety and comfort. Motorist awareness.	16	
81	Street Lighting	S9	Olive St	Entire extents	In coordination with the design of the Olive Street parking garage, upgrade existing pedestrian-scale street lighting.	Consultant Analysis	Sufficient sidewalk and roadway lighting is important in high pedestrian demand areas to maximize comfort for transit center users.	15	
82	Sidewalk	P5,P6,SO	Olive St	At the KDS Dance supplies parking lot.	In coordination with the design of the Olive Street parking garage, remove curb cut access to adjacent business, leaving them access on Bank Row only. Replace with standard sidewalk and street trees.	Consultant Analysis	This parking lot has 2 egresses, which is unnecessary. Closing one of them permanently will enhance the pedestrian-scape between the new parking structure and Bank Row / Main St.	14	
83	On-Street Bike Facility	B11	Parkway St	Beacon St to Sanderson St.	Construct new 10' bike path along Parkway St alignment - on eastern edge of existing town-owned park parcel bordered by Beacon, Gerrett, and Sanderson Streets.	Stakeholder Input	Establishing alternatives to Federal St and High St which experience heavy motor vehicle volumes will help bicycling and walking become more viable transportation options.	12	
84	Sidewalk	P5	Petty Plain Rd	Ped Bridge at Rt 5 to Wisdom Way.	Construct sidewalk on one side to provide access to Green River School. (This road is scheduled for resurfacing this year.)	Stakeholder Input	Stakeholder desire for pedestrian access to dog park and elementary school.	22	X
85	On-Street Bike Facility	B2,B8,B13	Pierce St	Entire extents.	Stripe bike lanes (or narrow travel lanes and stripe wider shoulders) and sharrow at intersection approaches.	Stakeholder Input	This is an important east-west bike connection and there are currently no bicycle facilities on this stretch.	19	X
86	Sidewalk	P5	Pierce St	At existing sidewalk gap adjacent to 85 Pierce St and 265 Chapman St.	Fill in sidewalk gap.	Consultant Analysis	Pedestrian demand. Proximity to downtown and dense residential area.	20	X

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87	Crosswalk	P9	River St	At existing sidewalk terminus at 90 River St.	Improve crosswalk with highly-visible crossing, potentially include push-button RRFB.	Consultant Analysis	Enhanced pedestrian safety and comfort.	23	X
88	On-Street Bike Facility	B2,S17	River St & Mill St	Entire extents	Narrow travel lanes to 11' and stripe bike lanes.	Consultant Analysis	Enhanced cyclist safety and comfort.	21	X
89	On-Street Bike Facility	S12,P5	Russell St	From Hope St to Washington St. (Under railroad bridge.)	Repave Russell Street. Add bike lanes. Construct new sidewalk on south side.	Stakeholder Input	Important connection for cyclists, Russell Street currently is in poor shape due to potholes and roadway deterioration.	17	
90	Sidewalk	P5,P2,P9	Sanderson St	From Gerrett to Parkway St.	Construct new sidewalk on north side of Sanderson St. Include crosswalks and ADA curb ramps.	Consultant Analysis	There are currently no sidewalks on Sanderson St.	17	
91	Sidewalk	P5	School St	Entire extents.	Construct new sidewalks on both sides of School St.	Stakeholder Input	Sidewalks are in need of repair.	20	X
92	Crosswalk	P9	Turners Falls Rd	At Loomis Rd / Eliza Ln.	Install crosswalks and signage across Turners Falls Road at the Eliza Lane one-way exit, at Loomis Road where it meets Turners Falls Road, and at Eliza Lane where it meets Loomis Road.	Consultant Analysis	Pedestrian safety and comfort.	14	
93	Traffic Calming	S5,S17	Turners Falls Rd	Between Loomis Rd and White Bridge over Connecticut River.	Install digital vehicle speed feedback signage, or other similar traffic calming device.	Consultant Analysis	demand. There are no currently no sidewalks along Turners Falls Rd. This is an important connection between Greenfield and Turners Falls.	14	
94	Sidewalk	P5,S1	Turners Falls Rd	Entire extents.	Construct new sidewalk on one side and stripe shoulders or bike lanes.	Stakeholder Input	Turners Falls Rd has significant pedestrian demand. There are no currently no sidewalks along Turners Falls Rd. This is an important connection between Greenfield and Turners Falls.	21	X
95	Traffic Calming	S8,P8,S17	Walnut St	From Davis to Chapman. (Entire extents)	Calm traffic utilizing a neckdown or raised crossing.	Stakeholder Input	Speeding cut-through traffic.	7	
96	Sidewalk	P5	Wells St	From Alden to Cedar, and from Cedar to Silver.	Fill in partial gaps in the sidewalk network on west side of Wells.	Stakeholder Input	Pedestrian demand and safety. Proximity to residential neighborhood.	20	X
97	Traffic Calming	S8,P8,S11,S17	Wildwood Ave	Entire extents.	Utilize traffic calming elements such as neck downs, chicanes, or speed humps to deter fast-moving traffic from cutting through these neighborhood streets in close proximity to schools.	Stakeholder Input	Neighborhood street is used as a commuter cut-through.	17	
98	Traffic Calming	S17,P5	Wisdom Way	Entire extents.	Add traffic calming elements. Construct sidewalk. Project is on TIP and will be designed with Complete Streets principles.	Stakeholder Input	Neighborhood street is used as a commuter cut-through.	19	X

PROJECT DESCRIPTION								EVALUATION & SCORE	
Project #	Project Type	MassDOT CS Designation	Street Name	Extents	Project Description	Source	Reasoning	Evaluation Score: (Max. 24)	High Scoring Projects: (Score above 18)

TOTAL

**Percent of Total Projects:
38.8%**